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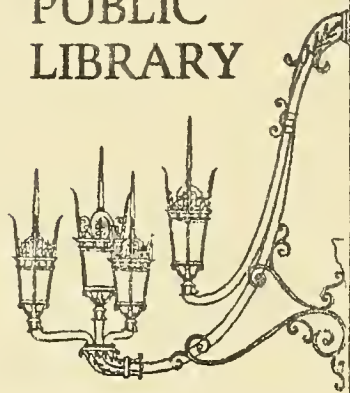
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BUSINESS RELOCATION SURVEY REPORT

(Survey of Business Relocation Workload  
Displaced by Inner Belt and Southwest  
Expressway Highway Program:)

Prepared by Boston Redevelopment Authority

January 1967

by Philip Tashjian



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## II. INTRODUCTION



## INTRODUCTION

This is a survey report on the manufacturing, wholesale, retail-merchandise, service, trucking and warehousing , and contract construction work load anticipated in the City of Boston due to the Inner Belt and Southwest Expressway Highway Program.

The survey data used in summary form in this report will accompany the Report as stated in the contract between the Commonwealth of Massachusetts, Department of Public Works and the Boston Redevelopment Authority dated 5 July 1966.

Material for this report was obtained from a survey made by Relocation Staff members who made personal contact with all the firms noted in this report.





### III. PURPOSE AND METHODOLOGY



## PURPOSE AND METHODOLOGY

The purpose of this report is to essentially determine the Business Relocation work load which will exist when property begins to be acquired along the Inner Belt and the Southwest Expressway.

The Survey Team used the DPW Right-of-Way Maps which included 25 right-of-ways identified in Attachment "A" on page 4 and business site occupant survey forms SO1B. The salient questions asked on the survey forms have been summarized by right-of-way and by type of business.

For the employment data, the various types of businesses have been put in six (6) major categories using the Standard Industrial Classification Code utilized by each of the following: U.S. Government, State Agencies, trade associations and private research organizations. This facilitated collection tabulation, presentation and analysis of data and will ensure uniformity in presenting the data.



# ATTACHMENT "A"

## LIST OF RIGHT-OF-WAY ROUTES AND TOTAL BUSINESSES THEREIN

| No. of<br>R.O.W.'s | DPW Right-of-Way Routes | Business<br>Sequence<br>Identification<br>No. | No of<br>Busi-<br>nesses | Highway Location                             |
|--------------------|-------------------------|-----------------------------------------------|--------------------------|----------------------------------------------|
| 1                  | I-95-1 (27) 27 p. 123   | 1-2                                           | 2                        | Southwest Expressway<br><br>Sub Total--- 126 |
| 2                  | I-95-1 (27) 27 p. 124   | 3-21                                          | 19                       |                                              |
| 3                  | I-95-1 (27) 27 p. 125   | 22-25                                         | 4                        |                                              |
| 4                  | I-95-1 (27) 27 p. 127   | 26-30                                         | 5                        |                                              |
| 5                  | I-95-1 (27) 27 p. 128   | 31-41                                         | 11                       |                                              |
| 6                  | I-95-1 (26) 33 p. 128   | 42-50                                         | 9                        |                                              |
| 7                  | I-95-1 (26) 33 p. 129   | 51-79                                         | 29                       |                                              |
| 8                  | I-95-1 (26) 33 p. 130   | 80-99                                         | 20                       |                                              |
| 9                  | I-95-1 (26) 33 p. 131   | 100-111                                       | 12                       |                                              |
| 10                 | I-95-1 (26) 33 p. 132   | 112-114                                       | 3                        |                                              |
| 11                 | I-95-1 (26) 33 p. 133   | 115-126                                       | 12                       |                                              |
| 12                 | I-95-2 (11) 37 RW-3     | 127-144                                       | 18                       | Inner Belt<br><br>Sub Total--- 127           |
| 13                 | I-95-2 (11) 37 RW-4     | 145-151                                       | 7                        |                                              |
| 14                 | I-95-2 (11) 37 RW-5     | 152-167, 167A, 168                            | 18                       |                                              |
| 15                 | I-95-2 (11) 37 RW-6     | 169-172                                       | 4                        |                                              |
| 16                 | I-95-2 (11) 37 RW-7     | 173                                           | 1                        |                                              |
| 17                 | I-95-2 (11) 37 RW-8     | 174-199                                       | 26                       |                                              |
| 18                 | I-95-2 (11) 37 RW-9     | 200-219                                       | 20                       |                                              |
| 19                 | I-695-4(25) 36 RW-9     | 220-222                                       | 3                        |                                              |
| 20                 | I-695-4( 4) 37 RW-11    | 223-245                                       | 23                       |                                              |
| 21                 | I-695-4( 4) 37 RW-12    | 246-252                                       | 7                        |                                              |
| 22                 | I-95-1 (25) 36 RW-13    | 253-303                                       | 51                       | Southwest Expressway<br><br>Sub Total--- 196 |
| 23                 | I-95-1 (25) 36 RW-14    | 304-344, 344A                                 | 41                       |                                              |
|                    |                         | 345-365, 365A                                 | 22                       |                                              |
| 24                 | I-95-1 (25) 36 RW-15    | 366-368                                       | 3                        |                                              |
| 25                 | I-95-2 (11) 37 RW-15    | 369-409                                       | 41                       |                                              |
|                    |                         | 410-447                                       | 38                       |                                              |

Southwest Expressway: Total Businesses to be Relocated----- 322  
Inner Belt Highway: Total Businesses to be Relocated----- 127

TOTAL BUSINESSES TO BE RELOCATED----- 449



THE HISTORY OF THE

| NAME            | AGE | SEX | RELATION | DATE |
|-----------------|-----|-----|----------|------|
| John Smith      | 25  | M   | Son      | 1780 |
| Mary Jones      | 22  | F   | Daughter | 1781 |
| James Brown     | 30  | M   | Husband  | 1782 |
| Elizabeth White | 28  | F   | Wife     | 1783 |
| Thomas Green    | 35  | M   | Son      | 1784 |
| Sarah Black     | 20  | F   | Daughter | 1785 |
| William Grey    | 40  | M   | Husband  | 1786 |
| Ann King        | 38  | F   | Wife     | 1787 |
| Robert Lee      | 45  | M   | Son      | 1788 |
| Rebecca Hall    | 42  | F   | Wife     | 1789 |
| George Young    | 50  | M   | Son      | 1790 |
| Frances Adams   | 48  | F   | Wife     | 1791 |
| Henry Clark     | 55  | M   | Son      | 1792 |
| Abigail Miller  | 52  | F   | Wife     | 1793 |
| Samuel Davis    | 60  | M   | Son      | 1794 |
| Esther Wilson   | 58  | F   | Wife     | 1795 |
| Benjamin Moore  | 65  | M   | Son      | 1796 |
| Deborah Taylor  | 62  | F   | Wife     | 1797 |
| Joseph Hill     | 70  | M   | Son      | 1798 |
| Ann Baker       | 68  | F   | Wife     | 1799 |
| Samuel Hill     | 75  | M   | Son      | 1800 |
| Ann Baker       | 72  | F   | Wife     | 1801 |
| Samuel Hill     | 80  | M   | Son      | 1802 |
| Ann Baker       | 78  | F   | Wife     | 1803 |
| Samuel Hill     | 85  | M   | Son      | 1804 |
| Ann Baker       | 82  | F   | Wife     | 1805 |
| Samuel Hill     | 90  | M   | Son      | 1806 |
| Ann Baker       | 88  | F   | Wife     | 1807 |
| Samuel Hill     | 95  | M   | Son      | 1808 |
| Ann Baker       | 92  | F   | Wife     | 1809 |
| Samuel Hill     | 100 | M   | Son      | 1810 |
| Ann Baker       | 98  | F   | Wife     | 1811 |
| Samuel Hill     | 105 | M   | Son      | 1812 |
| Ann Baker       | 102 | F   | Wife     | 1813 |
| Samuel Hill     | 110 | M   | Son      | 1814 |
| Ann Baker       | 108 | F   | Wife     | 1815 |
| Samuel Hill     | 115 | M   | Son      | 1816 |
| Ann Baker       | 112 | F   | Wife     | 1817 |
| Samuel Hill     | 120 | M   | Son      | 1818 |
| Ann Baker       | 118 | F   | Wife     | 1819 |
| Samuel Hill     | 125 | M   | Son      | 1820 |
| Ann Baker       | 122 | F   | Wife     | 1821 |
| Samuel Hill     | 130 | M   | Son      | 1822 |
| Ann Baker       | 128 | F   | Wife     | 1823 |
| Samuel Hill     | 135 | M   | Son      | 1824 |
| Ann Baker       | 132 | F   | Wife     | 1825 |
| Samuel Hill     | 140 | M   | Son      | 1826 |
| Ann Baker       | 138 | F   | Wife     | 1827 |
| Samuel Hill     | 145 | M   | Son      | 1828 |
| Ann Baker       | 142 | F   | Wife     | 1829 |
| Samuel Hill     | 150 | M   | Son      | 1830 |
| Ann Baker       | 148 | F   | Wife     | 1831 |
| Samuel Hill     | 155 | M   | Son      | 1832 |
| Ann Baker       | 152 | F   | Wife     | 1833 |
| Samuel Hill     | 160 | M   | Son      | 1834 |
| Ann Baker       | 158 | F   | Wife     | 1835 |
| Samuel Hill     | 165 | M   | Son      | 1836 |
| Ann Baker       | 162 | F   | Wife     | 1837 |
| Samuel Hill     | 170 | M   | Son      | 1838 |
| Ann Baker       | 168 | F   | Wife     | 1839 |
| Samuel Hill     | 175 | M   | Son      | 1840 |
| Ann Baker       | 172 | F   | Wife     | 1841 |
| Samuel Hill     | 180 | M   | Son      | 1842 |
| Ann Baker       | 178 | F   | Wife     | 1843 |
| Samuel Hill     | 185 | M   | Son      | 1844 |
| Ann Baker       | 182 | F   | Wife     | 1845 |
| Samuel Hill     | 190 | M   | Son      | 1846 |
| Ann Baker       | 188 | F   | Wife     | 1847 |
| Samuel Hill     | 195 | M   | Son      | 1848 |
| Ann Baker       | 192 | F   | Wife     | 1849 |
| Samuel Hill     | 200 | M   | Son      | 1850 |
| Ann Baker       | 198 | F   | Wife     | 1851 |
| Samuel Hill     | 205 | M   | Son      | 1852 |
| Ann Baker       | 202 | F   | Wife     | 1853 |
| Samuel Hill     | 210 | M   | Son      | 1854 |
| Ann Baker       | 208 | F   | Wife     | 1855 |
| Samuel Hill     | 215 | M   | Son      | 1856 |
| Ann Baker       | 212 | F   | Wife     | 1857 |
| Samuel Hill     | 220 | M   | Son      | 1858 |
| Ann Baker       | 218 | F   | Wife     | 1859 |
| Samuel Hill     | 225 | M   | Son      | 1860 |
| Ann Baker       | 222 | F   | Wife     | 1861 |
| Samuel Hill     | 230 | M   | Son      | 1862 |
| Ann Baker       | 228 | F   | Wife     | 1863 |
| Samuel Hill     | 235 | M   | Son      | 1864 |
| Ann Baker       | 232 | F   | Wife     | 1865 |
| Samuel Hill     | 240 | M   | Son      | 1866 |
| Ann Baker       | 238 | F   | Wife     | 1867 |
| Samuel Hill     | 245 | M   | Son      | 1868 |
| Ann Baker       | 242 | F   | Wife     | 1869 |
| Samuel Hill     | 250 | M   | Son      | 1870 |
| Ann Baker       | 248 | F   | Wife     | 1871 |
| Samuel Hill     | 255 | M   | Son      | 1872 |
| Ann Baker       | 252 | F   | Wife     | 1873 |
| Samuel Hill     | 260 | M   | Son      | 1874 |
| Ann Baker       | 258 | F   | Wife     | 1875 |
| Samuel Hill     | 265 | M   | Son      | 1876 |
| Ann Baker       | 262 | F   | Wife     | 1877 |
| Samuel Hill     | 270 | M   | Son      | 1878 |
| Ann Baker       | 268 | F   | Wife     | 1879 |
| Samuel Hill     | 275 | M   | Son      | 1880 |
| Ann Baker       | 272 | F   | Wife     | 1881 |
| Samuel Hill     | 280 | M   | Son      | 1882 |
| Ann Baker       | 278 | F   | Wife     | 1883 |
| Samuel Hill     | 285 | M   | Son      | 1884 |
| Ann Baker       | 282 | F   | Wife     | 1885 |
| Samuel Hill     | 290 | M   | Son      | 1886 |
| Ann Baker       | 288 | F   | Wife     | 1887 |
| Samuel Hill     | 295 | M   | Son      | 1888 |
| Ann Baker       | 292 | F   | Wife     | 1889 |
| Samuel Hill     | 300 | M   | Son      | 1890 |
| Ann Baker       | 298 | F   | Wife     | 1891 |
| Samuel Hill     | 305 | M   | Son      | 1892 |
| Ann Baker       | 302 | F   | Wife     | 1893 |
| Samuel Hill     | 310 | M   | Son      | 1894 |
| Ann Baker       | 308 | F   | Wife     | 1895 |
| Samuel Hill     | 315 | M   | Son      | 1896 |
| Ann Baker       | 312 | F   | Wife     | 1897 |
| Samuel Hill     | 320 | M   | Son      | 1898 |
| Ann Baker       | 318 | F   | Wife     | 1899 |
| Samuel Hill     | 325 | M   | Son      | 1900 |
| Ann Baker       | 322 | F   | Wife     | 1901 |
| Samuel Hill     | 330 | M   | Son      | 1902 |
| Ann Baker       | 328 | F   | Wife     | 1903 |
| Samuel Hill     | 335 | M   | Son      | 1904 |
| Ann Baker       | 332 | F   | Wife     | 1905 |
| Samuel Hill     | 340 | M   | Son      | 1906 |
| Ann Baker       | 338 | F   | Wife     | 1907 |
| Samuel Hill     | 345 | M   | Son      | 1908 |
| Ann Baker       | 342 | F   | Wife     | 1909 |
| Samuel Hill     | 350 | M   | Son      | 1910 |
| Ann Baker       | 348 | F   | Wife     | 1911 |
| Samuel Hill     | 355 | M   | Son      | 1912 |
| Ann Baker       | 352 | F   | Wife     | 1913 |
| Samuel Hill     | 360 | M   | Son      | 1914 |
| Ann Baker       | 358 | F   | Wife     | 1915 |
| Samuel Hill     | 365 | M   | Son      | 1916 |
| Ann Baker       | 362 | F   | Wife     | 1917 |
| Samuel Hill     | 370 | M   | Son      | 1918 |
| Ann Baker       | 368 | F   | Wife     | 1919 |
| Samuel Hill     | 375 | M   | Son      | 1920 |
| Ann Baker       | 372 | F   | Wife     | 1921 |
| Samuel Hill     | 380 | M   | Son      | 1922 |
| Ann Baker       | 378 | F   | Wife     | 1923 |
| Samuel Hill     | 385 | M   | Son      | 1924 |
| Ann Baker       | 382 | F   | Wife     | 1925 |
| Samuel Hill     | 390 | M   | Son      | 1926 |
| Ann Baker       | 388 | F   | Wife     | 1927 |
| Samuel Hill     | 395 | M   | Son      | 1928 |
| Ann Baker       | 392 | F   | Wife     | 1929 |
| Samuel Hill     | 400 | M   | Son      | 1930 |
| Ann Baker       | 398 | F   | Wife     | 1931 |
| Samuel Hill     | 405 | M   | Son      | 1932 |
| Ann Baker       | 402 | F   | Wife     | 1933 |
| Samuel Hill     | 410 | M   | Son      | 1934 |
| Ann Baker       | 408 | F   | Wife     | 1935 |
| Samuel Hill     | 415 | M   | Son      | 1936 |
| Ann Baker       | 412 | F   | Wife     | 1937 |
| Samuel Hill     | 420 | M   | Son      | 1938 |
| Ann Baker       | 418 | F   | Wife     | 1939 |
| Samuel Hill     | 425 | M   | Son      | 1940 |
| Ann Baker       | 422 | F   | Wife     | 1941 |
| Samuel Hill     | 430 | M   | Son      | 1942 |
| Ann Baker       | 428 | F   | Wife     | 1943 |
| Samuel Hill     | 435 | M   | Son      | 1944 |
| Ann Baker       | 432 | F   | Wife     | 1945 |
| Samuel Hill     | 440 | M   | Son      | 1946 |
| Ann Baker       | 438 | F   | Wife     | 1947 |
| Samuel Hill     | 445 | M   | Son      | 1948 |
| Ann Baker       | 442 | F   | Wife     | 1949 |
| Samuel Hill     | 450 | M   | Son      | 1950 |
| Ann Baker       | 448 | F   | Wife     | 1951 |
| Samuel Hill     | 455 | M   | Son      | 1952 |
| Ann Baker       | 452 | F   | Wife     | 1953 |
| Samuel Hill     | 460 | M   | Son      | 1954 |
| Ann Baker       | 458 | F   | Wife     | 1955 |
| Samuel Hill     | 465 | M   | Son      | 1956 |
| Ann Baker       | 462 | F   | Wife     | 1957 |
| Samuel Hill     | 470 | M   | Son      | 1958 |
| Ann Baker       | 468 | F   | Wife     | 1959 |
| Samuel Hill     | 475 | M   | Son      | 1960 |
| Ann Baker       | 472 | F   | Wife     | 1961 |
| Samuel Hill     | 480 | M   | Son      | 1962 |
| Ann Baker       | 478 | F   | Wife     | 1963 |
| Samuel Hill     | 485 | M   | Son      | 1964 |
| Ann Baker       | 482 | F   | Wife     | 1965 |
| Samuel Hill     | 490 | M   | Son      | 1966 |
| Ann Baker       | 488 | F   | Wife     | 1967 |
| Samuel Hill     | 495 | M   | Son      | 1968 |
| Ann Baker       | 492 | F   | Wife     | 1969 |
| Samuel Hill     | 500 | M   | Son      | 1970 |
| Ann Baker       | 498 | F   | Wife     | 1971 |
| Samuel Hill     | 505 | M   | Son      | 1972 |
| Ann Baker       | 502 | F   | Wife     | 1973 |
| Samuel Hill     | 510 | M   | Son      | 1974 |
| Ann Baker       | 508 | F   | Wife     | 1975 |
| Samuel Hill     | 515 | M   | Son      | 1976 |
| Ann Baker       | 512 | F   | Wife     | 1977 |
| Samuel Hill     | 520 | M   | Son      | 1978 |
| Ann Baker       | 518 | F   | Wife     | 1979 |
| Samuel Hill     | 525 | M   | Son      | 1980 |
| Ann Baker       | 522 | F   | Wife     | 1981 |
| Samuel Hill     | 530 | M   | Son      | 1982 |
| Ann Baker       | 528 | F   | Wife     | 1983 |
| Samuel Hill     | 535 | M   | Son      | 1984 |
| Ann Baker       | 532 | F   | Wife     | 1985 |
| Samuel Hill     | 540 | M   | Son      | 1986 |
| Ann Baker       | 538 | F   | Wife     | 1987 |
| Samuel Hill     | 545 | M   | Son      | 1988 |
| Ann Baker       | 542 | F   | Wife     | 1989 |
| Samuel Hill     | 550 | M   | Son      | 1990 |
| Ann Baker       | 548 | F   | Wife     | 1991 |
| Samuel Hill     | 555 | M   | Son      | 1992 |
| Ann Baker       | 552 | F   | Wife     | 1993 |
| Samuel Hill     | 560 | M   | Son      | 1994 |
| Ann Baker       | 558 | F   | Wife     | 1995 |
| Samuel Hill     | 565 | M   | Son      | 1996 |
| Ann Baker       | 562 | F   | Wife     | 1997 |
| Samuel Hill     | 570 | M   | Son      | 1998 |
| Ann Baker       | 568 | F   | Wife     | 1999 |
| Samuel Hill     | 575 | M   | Son      | 2000 |
| Ann Baker       | 572 | F   | Wife     | 2001 |
| Samuel Hill     | 580 | M   | Son      | 2002 |
| Ann Baker       | 578 | F   | Wife     | 2003 |
| Samuel Hill     | 585 | M   | Son      | 2004 |
| Ann Baker       | 582 | F   | Wife     | 2005 |
| Samuel Hill     | 590 | M   | Son      | 2006 |
| Ann Baker       | 588 | F   | Wife     | 2007 |
| Samuel Hill     | 595 | M   | Son      | 2008 |
| Ann Baker       | 592 | F   | Wife     | 2009 |
| Samuel Hill     | 600 | M   | Son      | 2010 |
| Ann Baker       | 598 | F   | Wife     | 2011 |
| Samuel Hill     | 605 | M   | Son      | 2012 |
| Ann Baker       | 602 | F   | Wife     | 2013 |
| Samuel Hill     | 610 | M   | Son      | 2014 |
| Ann Baker       | 608 | F   | Wife     | 2015 |
| Samuel Hill     | 615 | M   | Son      | 2016 |
| Ann Baker       | 612 | F   | Wife     | 2017 |
| Samuel Hill     | 620 | M   | Son      | 2018 |
| Ann Baker       | 618 | F   | Wife     | 2019 |
| Samuel Hill     | 625 | M   | Son      | 2020 |
| Ann Baker       | 622 | F   | Wife     | 2021 |
| Samuel Hill     | 630 | M   | Son      | 2022 |
| Ann Baker       | 628 | F   | Wife     | 2023 |
| Samuel Hill     | 635 | M   | Son      | 2024 |
| Ann Baker       | 632 | F   | Wife     | 2025 |
| Samuel Hill     | 640 | M   | Son      | 2026 |
| Ann Baker       | 638 | F   | Wife     | 2027 |
| Samuel Hill     | 645 | M   | Son      | 2028 |
| Ann Baker       | 642 | F   | Wife     | 2029 |
| Samuel Hill     | 650 | M   | Son      | 2030 |
| Ann Baker       | 648 | F   | Wife     | 2031 |
| Samuel Hill     | 655 | M   | Son      | 2032 |
| Ann Baker       | 652 | F   | Wife     | 2033 |
| Samuel Hill     | 660 | M   | Son      | 2034 |
| Ann Baker       | 658 | F   | Wife     | 2035 |
| Samuel Hill     | 665 | M   | Son      | 2036 |
| Ann Baker       | 662 | F   | Wife     | 2037 |
| Samuel Hill     | 670 | M   | Son      | 2038 |
| Ann Baker       | 668 | F   | Wife     | 2039 |
| Samuel Hill     | 675 | M   | Son      | 2040 |
| Ann Baker       | 672 | F   | Wife     | 2041 |
| Samuel Hill     | 680 | M   | Son      | 2042 |
| Ann Baker       | 678 | F   | Wife     | 2043 |
| Samuel Hill     | 685 | M   | Son      | 2044 |
| Ann Baker       | 682 | F   | Wife     | 2045 |
| Samuel Hill     | 690 | M   | Son      | 2046 |
| Ann Baker       | 688 | F   | Wife     | 2047 |
| Samuel Hill     | 695 | M   | Son      | 2048 |
| Ann Baker       | 692 | F   | Wife     | 2049 |
| Samuel Hill     | 700 | M   | Son      | 2050 |
| Ann Baker       | 698 | F   | Wife     | 2051 |
| Samuel Hill     | 705 | M   | Son      | 2052 |
| Ann Baker       | 702 | F   | Wife     | 2053 |
| Samuel Hill     | 710 | M   | Son      | 2054 |
| Ann Baker       | 708 | F   | Wife     | 2055 |
| Samuel Hill     | 715 | M   | Son      | 2056 |
| Ann Baker       | 712 | F   | Wife     | 2057 |
| Samuel Hill     | 720 | M   | Son      | 2058 |
| Ann Baker       | 718 | F   | Wife     | 2059 |
| Samuel Hill     | 725 | M   | Son      | 2060 |
| Ann Baker       | 722 | F   | Wife     | 2061 |
| Samuel Hill     | 730 | M   | Son      | 2062 |
| Ann Baker       | 728 | F   | Wife     | 2063 |
| Samuel Hill     | 735 | M   | Son      | 2064 |
| Ann Baker       | 732 | F   | Wife     | 2065 |
| Samuel Hill     | 740 | M   | Son      | 2066 |
| Ann Baker       | 738 | F   | Wife     | 2067 |
| Samuel Hill     | 745 | M   | Son      | 2068 |
| Ann Baker       | 742 | F   | Wife     | 2069 |
| Samuel Hill     | 750 | M   | Son      | 2070 |
| Ann Baker       | 748 | F   | Wife     | 2071 |
|                 |     |     |          |      |

#### IV. SUMMARY OF FINDINGS



## SUMMARY OF FINDINGS

There are a total of 449 businesses to be displaced by the Inner Belt and Southwest Expressway Highway Program. The sum total of all these businesses have been categorized into six (6) types. These types are identified as follows:

### A. Businesses Summarized in Categories

In classifying the various types of businesses we utilized the Standard Industrial Classification Code which is used by the U.S. Government, State Agencies, trade associations and private research organizations to facilitate collection, tabulation, presentation and analysis of data and for promoting uniformity and comparability in presentation of statistical data.

The following illustrates the business categories we are concerned with in this report and the types of businesses that would fit into the six (6) major categories . . .

Manufacturing (SIC #19-39) - Includes those establishments engaged in the mechanical or chemical transformation or inorganic substances into new products, and usually described as plants, factories, or mills which characteristically use power-driven machines and materials handling equipment. Establishments engaged in assembling component parts of manufactured products are also considered manufacturing if the new product is neither a structure nor other fixed improvement.

Example: Ordnance, tobacco, textiles, apparel, lumber and wood, furniture, paper products, chemicals, petroleum, leather, stone, glass, metal fabricating, electrical machinery, transportation equipment, scientific equipment, food, machine shops, plastics, printing and publishing.

Wholesale with Stock (SIC #50) - Includes establishments or places of businesses primarily engaged in selling merchandise to retailers; to industrial, commercial, institutional, or professional users; or to other wholesalers; or acting as agents in buying merchandise for, or selling merchandise to, such persons or companies.

Example: Automotive parts and accessories, drugs, dry goods, groceries, dairy products, food, electrical supplies, hardware, plumbing, tobacco, beer and liquor distributors,



Wholesale with Stock (SIC #50) - continued

paper wholesalers, oil burner distributors, gasoline storage, coal and oil distributors, confectionery distributors, professional equipment supplies, flowers, and toy wholesalers.

Retail-Merchandise (SIC #52-59) - Includes establishments engaged in selling merchandise for personal, household or farm consumption, and rendering services incidental to the sale of the goods. The establishment may process its products, but such processing is incidental or subordinate to selling.

Example: Building materials, hardware, dry goods, department stores, variety stores, food, automotive dealers, gasoline service stations, apparel, furniture, home furnishings, home appliances, television, music, eating and drinking places, drug stores, liquor stores, book and stationary stores, jewelry stores, antique stores, sporting goods stores.

Service (SIC #65,66,70-89)\* - Includes establishments primarily engaged in rendering a wide variety of services to individuals and business establishments.

Example: Hotels, rooming houses, personal services, auto repair, auto services, watch repair, shoe repair, movie theatres, dance halls, bowling alleys, skating rinks, swimming pools, medical and health professions, legal profession, colleges, schools, museums, non-profit organizations, domestic services, accounting service, engineering and architectural services, advertising, banks, insurance, churches and funeral services.

Trucking and Warehousing (SIC #42) - Includes establishments furnishing local or long distance trucking, transfer and draying services or engaged in the storage of farm products, furniture and other household goods, or commercial goods of any nature. The operation of terminal facilities for handling freight, with or without maintenance facilities, are also included.

Example: Moving, storage, freight, transportation.

---

\* Excludes International, Federal, State, local government employees.

# THE HISTORY OF THE UNITED STATES

OF THE  
NORTH AMERICAN CONTINENT  
FROM THE FIRST DISCOVERY  
TO THE PRESENT TIME

BY  
JOHN F. JOHNSON  
OF THE  
NEW YORK PUBLIC LIBRARY

THE  
NEW YORK PUBLIC LIBRARY  
ASTOR LENOX TILDEN FOUNDATION  
1215 BROADWAY  
NEW YORK

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A. Businesses Summarized in Categories - continued

Contract Construction (SIC #15,16 & 17) - Includes general contractors primarily engaged in the construction of residential, farm, industrial, commercial, public or other buildings.

Example: Plumbing, heating, air conditioning,  
painting, electrical, masonry, carpentry,  
roofing, concrete, wrecking, building.

B. Number of Businesses to be Displaced

There will be 449 businesses displaced by the Inner Belt and Southwest Expressway Highway Program. They are by type, as follows . . .

|                               | <u>Southwest<br/>Expressway</u> | <u>Inner Belt</u> | <u>Total</u> |
|-------------------------------|---------------------------------|-------------------|--------------|
| Manufacturing-----            | 34                              | 13                | 47           |
| Wholesale-----                | 33                              | 13                | 46           |
| Retail-Merchandise-----       | 104                             | 41                | 146          |
| Service-----                  | 130                             | 56                | 186          |
| Trucking and Warehousing----- | 11                              | 2                 | 13           |
| Contract Construction-----    | 9                               | 2                 | 11           |
|                               | <hr/>                           | <hr/>             | <hr/>        |
| Total-----                    | 322                             | 127               | 449          |
|                               | <hr/> <hr/>                     | <hr/> <hr/>       | <hr/> <hr/>  |

C. Ownership Information

Most of the businesses being displaced (256 or 57.1%) fall into the corporation type. There were 32 firms which did not want to divulge ownership information. The specific breakdown is as follows . . .

|                               | <u>Corp.</u> | <u>Part.</u> | <u>Individ.</u> | <u>No<br/>Response</u> |
|-------------------------------|--------------|--------------|-----------------|------------------------|
| Manufacturing-----            | 37           | -            | 9               | 1                      |
| Wholesale-----                | 36           | -            | 7               | 3                      |
| Retail-Merchandise-----       | 80           | 13           | 51              | 2                      |
| Service-----                  | 90           | 5            | 66              | 25                     |
| Trucking and Warehousing----- | 7            | 1            | 4               | 1                      |
| Contract Construction-----    | 6            | -            | 5               | -                      |
|                               | <hr/>        | <hr/>        | <hr/>           | <hr/>                  |
| Total-----                    | 256          | 19           | 142             | 32                     |
|                               | <hr/> <hr/>  | <hr/> <hr/>  | <hr/> <hr/>     | <hr/> <hr/>            |





#### D. Occupancy Information

A majority of the businesses being displaced (307 or 68.3%) rent their premises. There were 14 firms that did not divulge this information. The breakdown is as follows . . .

|                               | <u>Owens</u> | <u>Rents</u> | <u>No<br/>Response</u> | <u>Total</u> |
|-------------------------------|--------------|--------------|------------------------|--------------|
| Manufacturing-----            | 12           | 35           | 0                      | 47           |
| Wholesale-----                | 14           | 28           | 4                      | 46           |
| Retail-Merchandise-----       | 29           | 117          | 0                      | 146          |
| Service-----                  | 62           | 114          | 10                     | 186          |
| Trucking and Warehousing----- | 7            | 6            | 0                      | 13           |
| Contract Construction-----    | 4            | 7            | 0                      | 11           |
| Total-----                    | 128          | 308          | 14                     | 449          |

#### E. Elevator Information

There were a total of 30 freight elevators and 11 passenger elevators being used by the businesses being displaced. Fifty-four firms gave no response to this question.

#### F. Employment Characteristics

1. Of the total 449 businesses being displaced, 86 did not respond. There were 353 firms reporting 2625 male employees and 141 firms reporting 996 employees. It has been estimated that the 86 businesses not responding could have approximately 962 male and female employees that would be displaced. This could bring the possible total employee displacement to 4594.

Breakdown by type of business is as follows . . .

|                           | <u>Male</u>                 |                             | <u>Female</u>               |                             | <u>No<br/>Re-<br/>sponse</u> | <u>Survey<br/>Re-<br/>sponse<br/>Total</u> | <u>Estimated<br/>Add'l Employees<br/>No<br/>Survey Response</u> |               |              |
|---------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|------------------------------|--------------------------------------------|-----------------------------------------------------------------|---------------|--------------|
|                           | <u>No.<br/>of<br/>Firms</u> | <u>No.<br/>of<br/>Emps.</u> | <u>No.<br/>of<br/>Firms</u> | <u>No.<br/>of<br/>Emps.</u> |                              |                                            | <u>Male</u>                                                     | <u>Female</u> | <u>Total</u> |
| Manufacturing-----        | 45                          | 804                         | 29                          | 395                         | 1                            | 1199                                       | 18                                                              | 14            | 32           |
| Wholesale-----            | 33                          | 474                         | 17                          | 246                         | 13                           | 720                                        | 186                                                             | 187           | 373          |
| Retail-Merchandise-----   | 134                         | 604                         | 42                          | 180                         | 10                           | 784                                        | 45                                                              | 43            | 88           |
| Service-----              | 120                         | 469                         | 46                          | 165                         | 59                           | 634                                        | 230                                                             | 207           | 437          |
| Trucking & Warehousing--- | 10                          | 82                          | 2                           | 5                           | 3                            | 87                                         | 25                                                              | 7             | 32           |
| Contract Construction---- | 11                          | 192                         | 5                           | 5                           | 0                            | 197                                        | 0                                                               | 0             | 0            |
| Total-----                | 353                         | 2625                        | 141                         | 996                         | 86                           | 3621                                       | 504                                                             | 458           | 962          |



F. EMPLOYMENT CHARACTERISTICS - continued

2. This highway program will displace 1.28% of the work force as shown in Table I below and represents the total work force in these Standard Industrial Code classification categories. The largest number of employees affected by the relocation will be in the manufacturing business category. There will be 1199 employees displaced, which is 1.56% of the total number employed in the City of Boston in the manufacturing category. The largest business category of firms is in the retail-merchandise and service, totalling 332 or 73.9% of the total firms to be displaced. This reflects a total of 1418 employees of firms who responded and an estimate 525 for those firms that did not respond. The total possible number of employees that will be displaced therefore become 1943 in the service and retail-merchandise category.

TABLE I

CITY OF BOSTON EMPLOYMENT AFFECTED BY RELOCATION

|                             | Employment<br>in City<br>By Type of<br>Business | Employment<br>Payroll | Employment<br>of Firms<br>Displaced | Employment<br>of Firms<br>Displaced<br>(in %) |
|-----------------------------|-------------------------------------------------|-----------------------|-------------------------------------|-----------------------------------------------|
| Manufacturing-----          | 76,657                                          | \$ 462,366            | 1,199                               | 1 56%                                         |
| Wholesale-----              | 41,796                                          | 307,344               | 720                                 | 1.72%                                         |
| Retail-Merchandise-----     | 76,201                                          | 303,732               | 794                                 | 1 04%                                         |
| Service-----                | 66,107                                          | 310,913               | 634                                 | 0.96%                                         |
| Trucking & Warehousing----- | 5,800                                           | 36,927                | 87                                  | 1.20%                                         |
| Contract Construction-----  | 17,663                                          | 135,658               | 197                                 | 1.12%                                         |
| Total-----                  | <u>284,224</u>                                  | <u>\$1,536,940</u>    | <u>3,631</u>                        | <u>1 28%</u>                                  |

Source: Division of Mass Employment Security, 1965 -- Displacement figures do not include international, Federal, State and local government employees.



#### G. New Occupancy Characteristics

In new occupancy responses we have summed up five variations, i.e., Build, buy, lease, combination responses and no response. There were four other kinds of responses received, namely, build/buy, build/lease, buy/lease, and build/buy/lease, which were included in the combination response total, since they would not be meaningful information. The new occupancy breakdown by type of business is as follows . . .

|                          | <u>Build</u> | <u>Buy</u> | <u>Lease</u> | <u>Combination<br/>Responses</u> | <u>No<br/>Response</u> |
|--------------------------|--------------|------------|--------------|----------------------------------|------------------------|
| Manufacturing-----       | 13           | 18         | 29           | 13                               | 4                      |
| Wholesale-----           | 8            | 22         | 25           | 15                               | 12                     |
| Retail-Merchandise----   | 19           | 58         | 88           | 34                               | 21                     |
| Service-----             | 14           | 48         | 77           | 25                               | 74                     |
| Trucking & Warehousing-  | 3            | 6          | 7            | 5                                | 2                      |
| Contract Construction--- | 1            | 5          | 7            | 3                                | 2                      |
| Total                    | <u>58</u>    | <u>157</u> | <u>233</u>   | <u>95</u>                        | <u>115</u>             |

#### H. Floor Space Characteristics

##### 1. Present Area Occupied

Out of 449 businesses 364 responded to this survey question. The businesses that responded had approximately 2,132,800 sq. ft. of floor area which would be acquired. There were 86 firms, 66 of which were in the service category that did not respond to this question. Taking an average per business in a type category and projecting this out by the number of businesses which didn't respond, we estimate a possible 406,512 sq. ft. of additional space will be acquired, bringing the total space to be acquired up to 2,539,334 sq. ft.

As shown on the right-of-way summary forms on pages 20, 21 & 22, the 1001-4000 sq. ft. "total area occupied" category has the largest number of businesses. They totalled 148 out of 364 responding or 40.6%, and it follows that if we break this down even further the retail-merchandise type of business has the largest number of firms (72) in the 1001-4000 sq. ft. category. Of the total 449 businesses being displaced the largest number of firms (186) is in the service type category.





## 1. Present Area Occupied (Continued)

The following is a breakdown of the total number of firms and their respective surveyed areas and estimated areas. . .

|                           | No.<br>of<br>Firms | Total<br>Area    | No<br>Re-<br>sponse | Est. Add'l<br>Space of<br>Non-<br>Respondents | Total<br>Area    |
|---------------------------|--------------------|------------------|---------------------|-----------------------------------------------|------------------|
| Manufacturing-----        | 46                 | 507,146          | 1                   | 11,025                                        | 518,171          |
| Wholesale-----            | 37                 | 450,600          | 9                   | 109,602                                       | 560,202          |
| Retail-Merchandise-----   | 138                | 517,526          | 9                   | 33,750                                        | 551,276          |
| Service-----              | 120                | 430,250          | 66                  | 236,610                                       | 666,860          |
| Trucking & Warehousing--- | 12                 | 186,300          | 1                   | 15,525                                        | 201,825          |
| Contract Construction---- | 11                 | 41,000           | 0                   | 0                                             | 41,000           |
| Total-----                | <u>364</u>         | <u>2,132,822</u> | <u>86</u>           | <u>406,512</u>                                | <u>2,539,334</u> |

Responsive Survey Total----- 2,132,822 sq. ft.  
 Non-Responsive Estimated Total----- 406,512 sq. ft.

Grand Total Estimated Space to be Acquired----- 2,539,334 sq. ft.

## 2. Area Required in New Location

Of the 308 businesses that responded to the survey questions in this category, there appears to be approximately 2,615,850 sq. ft. of floor space that will be required for the displaced businesses.

There were 142 businesses that did not respond to this question. If we take an average per business in a type category and project this out by the number of businesses that did not respond, we estimate that an additional 978,878 sq. ft. of additional space will be required for relocation. This would bring the total approximate business relocation space required up to 3,594,728 sq. ft.

The largest percentage of businesses were in the 1001-4000 sq. ft. category. They totalled 148 businesses out of 308 responding or 46.7%.





## 2. Area Required in New Location - continued

|                            | No.<br>of<br>Firms | Total<br>Area    | No<br>Re-<br>sponse | Est. Add'l<br>New Space<br>of Non-<br>Respondents | Total<br>new<br>Area |
|----------------------------|--------------------|------------------|---------------------|---------------------------------------------------|----------------------|
| Manufacturing-----         | 41                 | 716,800          | 6                   | 104,898                                           | 821,698              |
| Wholesale-----             | 33                 | 597,600          | 13                  | 235,417                                           | 833,017              |
| Retail-Merchandise-----    | 113                | 550,100          | 34                  | 165,512                                           | 715,612              |
| Service-----               | 101                | 507,150          | 85                  | 426,785                                           | 933,935              |
| Trucking & Warehousing---- | 11                 | 198,000          | 2                   | 36,000                                            | 234,000              |
| Contract Construction----  | 9                  | 46,200           | 2                   | 10,266                                            | 56,466               |
| Total-----                 | <u>308</u>         | <u>2,615,850</u> | <u>142</u>          | <u>978,878</u>                                    | <u>3,594,728</u>     |

Responsive Survey Total----- 2,615,850 sq. ft.

Non-responsive Estimated Total----- 978,878 sq. ft.

Grand Total Estimated Space Required----- 3,594,728 sq. ft.

## J. Rent Characteristics

As a possible help in determining what rent a business would be able to pay, we felt it would be meaningful information to compile existing rent data into two basic charts, Total Rent Density Chart and Unit Rent Density Chart, which would point out the existing rent structure of the businesses to be relocated. Each of these two basic charts were then broken down into businesses that would fall into either one of the two highways, the Inner Belt or the Southwest Expressway.

For a no response answer to the business relocation questionnaire SOLB, we have used the abbreviation NR in all six (6) charts.

### 1. Total Rent Density Charts

This chart shows the relation, between the total monthly rent a business pays, to the area it presently occupies. The number in any of the coordinates identifies the number of businesses that were paying a certain rent for the specific amount of space it occupied.

Example:

In the coordinates of 201-400 dollars per month and 2001-4000 sq. ft. there are 9 businesses that are paying each between \$201-\$400 per month for an area of from 2001 to 4000 square feet.

The Grand Total Rent Density Chart is broken down into two Sub-totals one for each of the two highways, Southwest Expressway and Inner Belt.



# INNER BELT AND SOUTHWEST EXPRESSWAY BUSINESS RELOCATION

## TOTAL RENT DENSITY CHART

|  |  | TOTAL  | 12  | 14  | 25  | 23    | 28    | 81    | 67    | 27    | 22     | 13     | 19     | 13     | 6      | 2      | 12     | 85   | 449   |
|--|--|--------|-----|-----|-----|-------|-------|-------|-------|-------|--------|--------|--------|--------|--------|--------|--------|------|-------|
|  |  | N.R.   | 7   | 5   | 9   | 6     | 10    | 27    | 28    | 10    | 7      | 7      | 6      | 5      | 5      | 1      | 5      | 45   | 183   |
|  |  | 20,001 |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
|  |  | 30,000 |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
|  |  | 10,001 |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
|  |  | 20,000 |     |     |     |       |       |       |       |       |        |        |        |        |        |        | 1      |      | 1     |
|  |  | 8,001  |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
|  |  | 10,000 |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
|  |  | 6,001  |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
|  |  | 8,000  |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
|  |  | 4,001  |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
|  |  | 6,000  |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
|  |  | 2,001  |     |     |     |       |       |       |       |       |        |        |        |        |        |        | 1      |      | 1     |
|  |  | 4,000  |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
|  |  | 1,001  |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
|  |  | 2,000  |     |     |     |       |       |       |       | 1     |        |        | 3      | 3      | 1      | 1      | 3      |      | 12    |
|  |  | 800    |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
|  |  | 1,000  |     |     |     |       |       |       |       |       |        | 2      | 1      |        |        |        |        | 1    | 4     |
|  |  | 601    |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
|  |  | 800    |     |     |     | 1     |       |       | 1     |       |        |        | 2      |        |        |        | 2      |      | 6     |
|  |  | 401    |     |     |     |       |       | 2     |       | 4     | 2      | 3      | 2      | 2      |        |        |        | 1    | 16    |
|  |  | 600    |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
|  |  | 201    | 1   |     |     |       | 3     | 7     | 9     | 7     | 8      |        | 2      | 1      |        |        |        | 4    | 42    |
|  |  | 400    |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
|  |  | 151    |     |     |     | 1     | 1     | 6     | 8     | 2     | 2      |        |        | 1      |        |        |        | 1    | 22    |
|  |  | 200    |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
|  |  | 101    |     | 3   | 1   | 2     | 3     | 15    | 10    | 2     |        | 1      | 2      |        |        |        |        | 5    | 44    |
|  |  | 150    |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
|  |  | 51     | 1   | 1   | 9   | 8     | 5     | 18    | 10    | 2     | 1      |        |        |        |        |        |        | 8    | 63    |
|  |  | 100    |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
|  |  | 0      | 3   | 5   | 6   | 5     | 6     | 6     | 1     |       | 1      |        | 1      | 1      |        |        |        | 20   | 55    |
|  |  | 50     |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
|  |  | 0      | 200 | 201 | 401 | 601   | 801   | 1,001 | 2,001 | 4,001 | 6,001  | 8,001  | 10,001 | 15,000 | 20,001 | 25,001 | 30,001 | N.R. | TOTAL |
|  |  |        | 400 | 600 | 800 | 1,000 | 2,000 | 4,000 | 6,000 | 8,000 | 10,000 | 15,000 | 20,000 | 25,000 | 30,000 | UP     |        |      |       |

PRESENT AREA (Sq. ft.)



# SUB-TOTAL

## SOUTHWEST EXPRESSWAY

### BUSINESS RELOCATION

#### TOTAL RENT DENSITY CHART

| TOTAL  | 11  | 9   | 18  | 19  | 19    | 57    | 50    | 17    | 16    | 8      | 12     | 4      | 4      | 2      | 5      | 67   | 318   |
|--------|-----|-----|-----|-----|-------|-------|-------|-------|-------|--------|--------|--------|--------|--------|--------|------|-------|
| N.R.   | 6   | 2   | 7   | 5   | 7     | 21    | 23    | 8     | 5     | 5      | 4      | 1      | 3      | 1      | 2      | 29   | 129   |
| 20,001 |     |     |     |     |       |       |       |       |       |        |        |        |        |        |        |      |       |
| 30,000 |     |     |     |     |       |       |       |       |       |        |        |        |        |        |        |      |       |
| 10,001 |     |     |     |     |       |       |       |       |       |        |        |        |        |        |        |      |       |
| 20,000 |     |     |     |     |       |       |       |       |       |        |        |        |        |        | 1      |      | 1     |
| 8,001  |     |     |     |     |       |       |       |       |       |        |        |        |        |        |        |      |       |
| 10,000 |     |     |     |     |       |       |       |       |       |        |        |        |        |        |        |      |       |
| 6,001  |     |     |     |     |       |       |       |       |       |        |        |        |        |        |        |      |       |
| 8,000  |     |     |     |     |       |       |       |       |       |        |        |        |        |        |        |      |       |
| 4,001  |     |     |     |     |       |       |       |       |       |        |        |        |        |        |        |      |       |
| 6,000  |     |     |     |     |       |       |       |       |       |        |        |        |        |        |        |      |       |
| 2,001  |     |     |     |     |       |       |       |       |       |        |        |        |        |        |        |      |       |
| 4,000  |     |     |     |     |       |       |       |       |       |        |        |        |        |        |        |      |       |
| 1,001  |     |     |     |     |       |       |       |       |       |        |        |        |        |        |        |      |       |
| 2,000  |     |     |     |     |       |       |       |       |       |        | 1      | 1      | 1      | 1      |        |      | 4     |
| 801    |     |     |     |     |       |       |       |       |       | 1      | 1      |        |        |        |        |      | 2     |
| 1,000  |     |     |     |     |       |       |       |       |       |        |        |        |        |        |        |      |       |
| 601    |     |     |     |     |       |       |       |       |       |        |        |        |        |        |        |      |       |
| 800    |     |     |     | 1   |       |       | 1     |       |       |        | 2      |        |        |        | 2      |      | 6     |
| 401    |     |     |     |     |       |       |       |       |       |        |        |        |        |        |        |      |       |
| 600    |     |     |     |     |       | 2     |       | 2     | 2     | 1      |        |        |        |        |        | 1    | 8     |
| 201    |     |     |     |     |       |       |       |       |       |        |        |        |        |        |        |      |       |
| 400    | 1   |     |     |     | 1     | 2     | 8     | 4     | 7     |        | 2      | 1      |        |        |        | 4    | 30    |
| 151    |     |     |     |     |       |       |       |       |       |        |        |        |        |        |        |      |       |
| 200    |     |     |     |     | 1     | 5     | 7     | 1     | 2     |        |        | 1      |        |        |        | 1    | 18    |
| 101    |     |     |     |     |       |       |       |       |       |        |        |        |        |        |        |      |       |
| 150    |     | 2   |     | 2   | 2     | 12    | 6     | 2     |       | 1      | 1      |        |        |        |        | 5    | 33    |
| 51     |     |     |     |     |       |       |       |       |       |        |        |        |        |        |        |      |       |
| 100    | 1   | 1   | 7   | 7   | 3     | 10    | 4     |       |       |        |        |        |        |        |        | 7    | 40    |
| 0      |     |     |     |     |       |       |       |       |       |        |        |        |        |        |        |      |       |
| 50     | 3   | 4   | 4   | 4   | 5     | 5     | 1     |       |       |        | 1      |        |        |        |        | 20   | 47    |
| 0      | 200 | 201 | 401 | 601 | 801   | 1,001 | 2,001 | 4,000 | 6,000 | 8,001  | 10,001 | 15,001 | 20,001 | 25,001 | 30,001 | N.R. | TOTAL |
| 200    |     | 400 | 600 | 800 | 1,000 | 2,000 | 4,000 | 6,000 | 8,000 | 10,000 | 15,000 | 20,000 | 25,000 | 30,000 | UP     |      |       |

PRESENT AREA (Sq. ft.)





# SUB-TOTAL

## INNER BELT HIGHWAY BUSINESS RELOCATION

### TOTAL RENT DENSITY CHART

| TOTAL  | 1   | 5   | 7   | 4     | 9     | 24    | 17    | 10    | 6      | 5      | 7      | 9      | 2      |        | 7      | 18   | 131   |
|--------|-----|-----|-----|-------|-------|-------|-------|-------|--------|--------|--------|--------|--------|--------|--------|------|-------|
| N.R.   | 1   | 3   | 2   | 1     | 3     | 6     | 5     | 2     | 2      | 2      | 2      | 4      | 2      |        | 3      | 16   | 54    |
| 20,001 |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
| 30,000 |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
| 10,001 |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
| 20,000 |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
| 8,001  |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
| 10,000 |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
| 6,001  |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
| 8,000  |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
| 4,001  |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
| 6,000  |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
| 2,001  |     |     |     |       |       |       |       |       |        |        |        |        |        |        | 1      |      | 1     |
| 4,000  |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
| 1,001  |     |     |     |       |       |       |       |       | 1      |        | 2      | 2      |        |        | 3      |      | 8     |
| 2,000  |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
| 801    |     |     |     |       |       |       |       |       |        | 1      |        |        |        |        |        | 1    | 2     |
| 1,000  |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
| 601    |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
| 800    |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
| 401    |     |     |     |       |       |       |       | 2     |        | 2      | 2      | 2      |        |        |        |      | 8     |
| 600    |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
| 201    |     |     |     |       | 2     | 5     | 1     | 3     | 1      |        |        |        |        |        |        |      | 12    |
| 400    |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
| 151    |     |     |     | 1     |       | 1     | 1     | 1     |        |        |        |        |        |        |        |      | 4     |
| 200    |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
| 101    |     | 1   | 1   |       | 1     | 3     | 4     |       |        |        | 1      |        |        |        |        |      | 11    |
| 150    |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
| 51     |     |     | 2   | 1     | 2     | 8     | 6     | 2     | 1      |        |        |        |        |        |        | 1    | 23    |
| 100    |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
| 0      |     | 1   | 2   | 1     | 1     | 1     |       |       | 1      |        |        | 1      |        |        |        |      | 8     |
| 50     |     |     |     |       |       |       |       |       |        |        |        |        |        |        |        |      |       |
| 0      | 200 | 201 | 401 | 601   | 801   | 1,001 | 2,001 | 4,001 | 6,001  | 8,001  | 10,001 | 15,001 | 20,001 | 25,001 | 30,001 | N.R. | TOTAL |
| 200    | 400 | 600 | 800 | 1,000 | 2,000 | 4,000 | 6,000 | 8,000 | 10,000 | 15,000 | 20,000 | 25,000 | 30,000 | UP     |        |      |       |

PRESENT AREA (Sq. ft.)



## 2. Unit Rent Density Charts

This is the same information basically as in the Total Rent Density Chart, only in this chart the rent has been broken down into unit rents (dollars per square feet per year) with the area in square feet remaining the same.

Therefore, the number in any one of the coordinates identifies the number of businesses that were paying a certain unit rent, \$/sq. ft./year.

Example:

In the coordinates of \$0.51 - \$1.00 per sq. ft. per year and 1001 - 2000 sq. ft., there were 20 businesses that paid \$0.51 - \$1.00 per sq. ft. per year for between 1001 - 2000 sq. ft. of space.

Here again the Grant Total Unit Rent Density Chart is broken down into two sub-totals, one for each of the two highways, the Southwest Expressway and the Inner Belt Highway.



# GRAND TOTAL

## SOUTHWEST EXPRESSWAY AND INNER BELT BUSINESS RELOCATION

### UNIT RENT DENSITY CHART

| TOTAL        | 10       | 15         | 25         | 23         | 28           | 79             | 63             | 25             | 18             | 13              | 16               | 13               | 5                | 3                | 12           | 101 | 449   |
|--------------|----------|------------|------------|------------|--------------|----------------|----------------|----------------|----------------|-----------------|------------------|------------------|------------------|------------------|--------------|-----|-------|
| N.R.         | 5        | 5          | 8          | 6          | 10           | 24             | 25             | 9              | 5              | 6               | 4                | 5                | 3                | 2                | 3            | 101 | 221   |
| 8.01<br>UP   | 1        |            |            | 1          |              |                |                |                |                |                 |                  |                  |                  |                  |              |     | 2     |
| 7.51<br>8.00 |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |     |       |
| 7.01<br>7.50 | 1        |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |     | 1     |
| 6.51<br>7.00 |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |     |       |
| 6.01<br>6.50 |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |     |       |
| 5.51<br>6.00 |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |     |       |
| 5.01<br>5.50 |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  | 1            |     | 1     |
| 4.51<br>5.00 |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |     |       |
| 4.01<br>4.50 |          | 2          |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |     | 2     |
| 3.51<br>4.00 |          | 1          |            |            | 1            | 1              |                |                |                |                 |                  |                  |                  |                  |              |     | 3     |
| 3.01<br>3.50 |          |            |            |            |              |                | 1              |                |                |                 |                  |                  |                  |                  |              |     | 1     |
| 2.51<br>3.00 | 2        | 1          | 1          | 1          | 1            | 3              |                |                |                |                 |                  |                  |                  |                  |              |     | 9     |
| 2.01<br>2.50 | 1        |            | 2          | 1          | 2            | 2              |                |                |                |                 | 1                |                  |                  |                  |              |     | 9     |
| 1.51<br>2.00 |          | 3          | 2          | 1          | 1            | 5              | 1              |                | 1              |                 |                  |                  |                  |                  |              |     | 14    |
| 1.01<br>1.50 |          | 1          | 7          | 6          | 4            | 11             | 5              | 1              | 1              | 1               | 1                | 1                |                  |                  |              |     | 39    |
| 0.51<br>1.00 |          | 1          | 5          | 7          | 5            | 20             | 18             | 9              | 3              | 4               | 5                | 2                | 1                | 1                | 2            |     | 83    |
| 0<br>0.50    |          | 1          |            |            | 4            | 13             | 13             | 6              | 8              | 2               | 5                | 5                | 1                |                  | 6            |     | 64    |
|              | 0<br>200 | 201<br>400 | 401<br>600 | 601<br>800 | 801<br>1,000 | 1,001<br>2,000 | 2,001<br>4,000 | 4,001<br>6,000 | 6,001<br>8,000 | 8,001<br>10,000 | 10,001<br>15,000 | 15,001<br>20,000 | 20,001<br>25,000 | 25,001<br>30,000 | 30,000<br>UP | NR  | TOTAL |

PRESENT AREA (sq. ft.)



SUB-TOTAL  
SOUTHWEST EXPRESSWAY  
BUSINESS RELOCATION

UNIT RENT DENSITY CHART

| TOTAL        | 9        | 10         | 18         | 19         | 18           | 53             | 47             | 17             | 13             | 9               | 13               | 4                | 2                | 3                | 6            | 81   | 322   |
|--------------|----------|------------|------------|------------|--------------|----------------|----------------|----------------|----------------|-----------------|------------------|------------------|------------------|------------------|--------------|------|-------|
| N.R.         | 4        | 2          | 6          | 5          | 6            | 16             | 21             | 8              | 4              | 3               | 4                | 1                | 1                | 2                | 1            | 81   | 165   |
| 8.01<br>UP   | 1        |            |            | 1          |              |                |                |                |                |                 |                  |                  |                  |                  |              |      | 2     |
| 7.51<br>8.00 |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 7.01<br>7.50 | 1        |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      | 1     |
| 6.51<br>7.00 |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 6.01<br>6.50 |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 5.51<br>6.00 |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 5.01<br>5.50 |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  | 1            |      | 1     |
| 4.51<br>5.00 |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 4.01<br>4.50 |          | 2          |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      | 2     |
| 3.51<br>4.00 |          |            |            |            |              | 1              |                |                |                |                 |                  |                  |                  |                  |              |      | 1     |
| 3.01<br>3.50 |          |            |            |            |              |                | 1              |                |                |                 |                  |                  |                  |                  |              |      | 1     |
| 2.51<br>3.00 | 2        | 1          |            |            | 1            | 1              |                |                |                |                 |                  |                  |                  |                  |              |      | 5     |
| 2.01<br>2.50 | 1        |            | 2          | 1          | 1            | 1              |                |                |                |                 |                  |                  |                  |                  |              |      | 6     |
| 1.51<br>2.00 |          | 2          | 2          | 1          |              | 3              |                |                |                |                 |                  |                  |                  |                  |              |      | 8     |
| 1.01<br>1.50 |          | 1          | 5          | 5          | 3            | 10             | 5              |                | 1              |                 | 1                |                  |                  |                  |              |      | 31    |
| 0.51<br>1.00 |          | 1          | 3          | 6          | 4            | 13             | 13             | 6              | 3              | 4               | 4                | 1                | 1                | 1                |              |      | 60    |
| 0<br>0.50    |          | 1          |            |            | 3            | 8              | 7              | 3              | 5              | 2               | 4                | 2                |                  |                  | 4            |      | 39    |
|              | 0<br>200 | 201<br>400 | 401<br>600 | 601<br>800 | 801<br>1,000 | 1,001<br>2,000 | 2,001<br>4,000 | 4,001<br>6,000 | 6,001<br>8,000 | 8,001<br>10,000 | 10,001<br>15,000 | 15,001<br>20,000 | 20,001<br>25,000 | 25,001<br>30,000 | 30,000<br>UP | N.R. | TOTAL |

PRESENT AREA (Sq. ft.)





SUB-TOTAL  
INNER BELT HIGHWAY  
BUSINESS RELOCATION  
UNIT RENT DENSITY CHART

| TOTAL      | 1        | 5          | 7          | 4          | 10           | 26             | 16             | 8              | 5              | 4               | 3                | 5                | 3                |                  | 6            | 20   | 127   |
|------------|----------|------------|------------|------------|--------------|----------------|----------------|----------------|----------------|-----------------|------------------|------------------|------------------|------------------|--------------|------|-------|
| N.R.       | 1        | 3          | 2          | 1          | 4            | 8              | 4              | 1              | 1              | .3              |                  | 4                | 2                |                  | 2            | 20   | 56    |
| 8.01<br>UP |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 7.51       |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 8.00       |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 7.01       |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 7.50       |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 6.51       |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 7.00       |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 6.01       |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 6.50       |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 5.51       |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 6.00       |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 5.01       |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 5.50       |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 4.51       |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 5.00       |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 4.01       |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 4.50       |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 3.51       |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 4.00       |          | 1          |            |            |              | 1              |                |                |                |                 |                  |                  |                  |                  |              |      | 2     |
| 3.01       |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 3.50       |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 2.51       |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 3.00       |          |            | 1          | 1          |              | 2              |                |                |                |                 |                  |                  |                  |                  |              |      | 4     |
| 2.01       |          |            |            |            |              | 1              | 1              |                |                |                 |                  |                  |                  |                  |              |      |       |
| 2.50       |          |            |            |            |              |                |                |                |                |                 | 1                |                  |                  |                  |              |      | 3     |
| 1.51       |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 2.00       |          | 1          |            |            |              | 1              | 2              | 1              |                | 1               |                  |                  |                  |                  |              |      | 6     |
| 1.01       |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 1.50       |          |            | 2          | 1          | 1            | 1              |                | 1              |                | 1               |                  | 1                |                  |                  |              |      | 8     |
| 0.51       |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 1.00       |          |            | 2          | 1          | 1            | 7              | 5              | 3              |                |                 | 1                | 1                |                  |                  | 2            |      | 23    |
| 0          |          |            |            |            |              |                |                |                |                |                 |                  |                  |                  |                  |              |      |       |
| 0.50       |          |            |            |            |              | 1              | 5              | 6              | 3              | 3               |                  | 1                | 3                | 1                |              | 2    | 25    |
|            | 0<br>200 | 201<br>400 | 401<br>600 | 601<br>800 | 801<br>1,000 | 1,001<br>2,000 | 2,001<br>4,000 | 4,001<br>6,000 | 6,001<br>8,000 | 8,001<br>10,000 | 10,001<br>15,000 | 15,001<br>20,000 | 20,000<br>25,000 | 25,001<br>30,000 | 30,001<br>UP | N.R. | TOTAL |

PRESENT AREA (Sq. ft.)



V. BUSINESS RELOCATION SUMMARY CHARTS



DPW - BRA RELOCATION SURVEY CONTRACT REPORT

| RIGHTS<br>OF<br>WAY                                   | DESCRIPTION                | MANUFACTURING   |        | WHOLESALE<br>WITH STOCK |        | RETAIL<br>MERCHANDISE |        | SERVICE         |        | TRUCKING<br>AND<br>WAREHOUSING |        | CONTRACT<br>CONSTRUCTION |        | TOTAL           |        | DUPLICATE<br>FUNCTIONS |                 |       |
|-------------------------------------------------------|----------------------------|-----------------|--------|-------------------------|--------|-----------------------|--------|-----------------|--------|--------------------------------|--------|--------------------------|--------|-----------------|--------|------------------------|-----------------|-------|
|                                                       |                            | NOW             | FUTURE | NOW                     | FUTURE | NOW                   | FUTURE | NOW             | FUTURE | NOW                            | FUTURE | NOW                      | FUTURE | NOW             | FUTURE |                        |                 |       |
|                                                       |                            | No. OF<br>FIRMS | TOTAL  | No. OF<br>FIRMS         | TOTAL  | No. OF<br>FIRMS       | TOTAL  | No. OF<br>FIRMS | TOTAL  | No. OF<br>FIRMS                | TOTAL  | No. OF<br>FIRMS          | TOTAL  | No. OF<br>FIRMS | TOTAL  |                        | No. OF<br>FIRMS | TOTAL |
| RIGHT OF WAY -<br>BUSINESS SEQUENCE Id N<br>1 110 440 | NUMBER OF FIRMS            | 47              |        | 46                      |        | 46                    |        | 186             |        | 13                             |        | 11                       |        | 443             |        |                        |                 |       |
|                                                       | OWNERSHIP - CORPORATION    | 37              |        |                         |        | 30                    |        |                 |        | 90                             |        |                          |        | 6               |        |                        | 276             |       |
|                                                       | - PARTNERSHIP              |                 |        |                         |        |                       |        |                 |        |                                |        |                          |        |                 |        |                        | 19              |       |
|                                                       | - INDIVIDUAL               | 9               |        |                         |        | 7                     |        |                 |        | 40                             |        |                          |        | 5               |        |                        | 42              |       |
|                                                       | - NO RESPONSE              | 1               |        |                         |        | 3                     |        |                 |        | 1                              |        |                          |        |                 |        |                        | 4               |       |
|                                                       | OCCUPANCY - OWNS PROPERTY  | 12              |        |                         |        | 4                     |        |                 |        | 62                             |        |                          |        | 4               |        |                        | 78              |       |
|                                                       | - RENTS PROPERTY           | 35              |        |                         |        | 20                    |        |                 |        | 4                              |        |                          |        | 7               |        |                        | 597             |       |
|                                                       | - NO RESPONSE              |                 |        |                         |        | 4                     |        |                 |        |                                |        |                          |        |                 |        |                        | 4               |       |
|                                                       | ELEVATORS - PASSENGER      | 7               | 7      |                         |        | 2                     | 2      |                 |        | 2                              | 2      |                          |        |                 |        |                        | 1               |       |
|                                                       | - FREIGHT                  | 14              | 14     |                         |        | 6                     | 0      |                 |        |                                | 7      |                          |        |                 |        |                        | 5               |       |
|                                                       | - NO RESPONSE              | 1               |        |                         |        | 3                     |        |                 |        | 46                             |        |                          |        |                 |        |                        | 54              |       |
|                                                       | EMPLOYEES - MALE           | 45              | 304    |                         |        | 23                    | 274    |                 |        | 2                              | 107    |                          |        | 11              | 26     |                        | 753             |       |
|                                                       | - FEMALE                   | 29              | 395    |                         |        | 17                    | 24     |                 |        | 10                             | 0      |                          |        | 5               |        |                        | 4               |       |
|                                                       | - NO RESPONSE              | 1               |        |                         |        | 13                    |        |                 |        | 10                             |        |                          |        |                 |        |                        | 50              |       |
|                                                       | NEW OCCUPANCY - BUILD      |                 |        | 3                       |        |                       |        |                 |        |                                | 14     |                          |        |                 |        |                        |                 | 55    |
|                                                       | - BUY                      |                 |        | 15                      |        |                       |        |                 |        |                                | 75     |                          |        |                 |        |                        |                 | 56    |
|                                                       | - LEASE                    |                 |        | 25                      |        |                       |        |                 |        |                                | 17     |                          |        |                 |        |                        |                 | 772   |
|                                                       | - DUPLICATE                |                 |        | 13                      |        |                       |        |                 |        |                                | 7      |                          |        |                 |        |                        |                 | 34    |
|                                                       | - NO RESPONSE              |                 |        | 4                       |        |                       |        |                 |        |                                | 4      |                          |        |                 |        |                        |                 | 5     |
|                                                       | AREA OCCUPIED - 0-200 S.F. | 1               |        |                         |        |                       | 2      |                 |        |                                |        |                          |        |                 |        |                        |                 | 1     |
|                                                       | 201-400 S.F.               |                 |        |                         |        |                       |        |                 |        |                                |        |                          |        |                 |        |                        |                 |       |
|                                                       | 401-600 S.F.               | 2               |        | 2                       |        |                       |        |                 |        |                                | 7      |                          |        |                 |        |                        |                 | 25    |
|                                                       | 601-800 S.F.               | 2               | 1630   | 1                       |        |                       |        |                 |        |                                |        |                          |        |                 |        |                        |                 | 23    |
|                                                       | 801-1000 S.F.              |                 |        | 1                       |        |                       |        |                 |        |                                |        |                          |        |                 |        |                        |                 | 12    |
|                                                       | 1001-2000 S.F.             | 3               | 500    | 3                       |        |                       |        |                 |        |                                | 24     |                          |        |                 | 2      |                        |                 | 2     |
|                                                       | 2001-4000 S.F.             | 7               |        | 7                       |        |                       |        |                 |        |                                | 4      |                          |        | 4               | 2      |                        |                 | 27    |
|                                                       | 4001-6000 S.F.             | 7               |        | 7                       |        |                       |        |                 |        |                                | 2      |                          |        |                 |        |                        |                 | 16    |
| 6001-8000 S.F.                                        | 5                          | 10042           |        |                         |        |                       |        |                 |        | 4                              |        |                          |        |                 |        |                        | 22              |       |
| 8001-10,000 S.F.                                      | 3                          | 2000            | 4      | 3000                    |        | 2                     |        |                 |        | 4                              | 4      |                          | 1      |                 |        |                        | 13              |       |
| 10,001-15,000 S.F.                                    | 5                          | 6700            |        |                         |        | 1                     |        |                 |        |                                |        |                          |        | 2               | 23     |                        | 9               |       |
| 15,001-20,000 S.F.                                    | 5                          | 9000            | 5      | 9000                    |        |                       |        |                 |        | 2                              | 2000   |                          |        |                 |        |                        | 12              |       |
| 20,001-25,000 S.F.                                    | 1                          | 2000            | 3      | 7000                    |        |                       |        |                 |        | 4000                           |        |                          |        |                 |        |                        | 6               |       |
| 25,001-30,000 S.F.                                    | 1                          | 26716           |        | 2000                    |        |                       |        |                 |        |                                |        |                          |        |                 |        |                        | 2               |       |
| OVER 30,000 S.F.                                      | 4                          | 169349          | 7      | 1000                    | 4      | 2000                  | 4      | 4               |        | 446                            | 7      | 2300                     | 1      | 1000            | 1      |                        | 2               |       |
| NO RESPONSE                                           | 1                          |                 | 6      |                         |        | 3                     |        |                 |        |                                |        |                          |        |                 |        |                        | 6               |       |
| AREA TOTAL                                            | 46                         | 57740           | 41     |                         | 27     |                       | 75     |                 |        | 4723                           | 1      | 5700                     | 1      | 1000            | 1      |                        | 27              |       |
| NO RESPONSE TOTAL                                     | 4                          |                 | 10     |                         |        |                       |        |                 |        |                                |        |                          |        |                 |        |                        | 27              |       |















VI. SUMMARY LIST OF AVAILABLE SPACE BY TYPE OF BUSINESS



## SUMMARY LIST OF AVAILABLE SPACE

The Southwest Expressway and the Inner Belt Highway construction will in the next few years displace businesses in the geographic limits of the City of Boston. Some businesses will upgrade their operations and still others will require either additional space or new space to expand or modernize their facilities.

The availability of vacant commercial and industrial space for displaced firms can be derived from a number of sources. The primary source of such listings is, again, the Real Estate sections of Boston's daily newspapers. There are three other sources of information relative to vacant commercial and industrial space. The "New England Real Estate Journal," a weekly trade journal devoted to real estate, is a useful source for ads as is the monthly publication of the Greater Boston Real Estate Board, "The Realtor." The Board will also send out specific listings to a broker or potential user upon request. The weekly publication, "Banker and Tradesman," also contains listings of vacancies. A listing of vacant industrial sites throughout Massachusetts is published annually by the Division of Industrial Development of the Massachusetts Department of Commerce and Development.

The Industrial and Commercial Division of the Federal Reserve Bank works with clients engaged in relocation problems and is an excellent source of information about existing and future vacancies. This is also true of other Boston banks servicing commercial and industrial clients who





SUMMARY LIST OF AVAILABLE SPACE - Continued

have relocation needs. The Industrial Division of the New England Council also maintains current information on such sites for the New England area.

The Boston Redevelopment Authority is implementing plans to maintain current lists of sites for relocated business in redevelopment areas, and also to make available to qualified potential developers sites for commercial and industrial uses.

The following section of this report, while not complete, is the most current available list compiled by the Boston Redevelopment Authority as of 3 January 1967 from the above mentioned sources. This list will be added to and updated when additional information becomes available.

It is also estimated that additional space of between 500,000 to 1,000,000 sq. ft. of space will become available each year for the next five (5) years. This should fit in with the staging of the Program.

In Summary:

The survey was able to identify total space in the following categories . . .



SUMMARY LIST OF AVAILABLE SPACE - Continued

|                               |                 |
|-------------------------------|-----------------|
| Manufacturing-----            | 181,276 sq. ft. |
| Wholesale-----                | 64,000 sq. ft.  |
| Retail-Merchandise-----       | 58,068 sq. ft.  |
| Service-----                  | 282,110 sq. ft. |
| Contract Construction-----    | 28,300 sq. ft.  |
| Trucking and Warehousing----- | 384,800 sq. ft. |
|                               | <hr/>           |
| Total-----                    | 998,554 sq. ft. |
|                               | <hr/> <hr/>     |

Most of the space (413,778 sq. ft.) is located in South Boston and  
Dorchester. The total space of 998,554 sq. ft. on the following  
pages is available in the areas as noted below.

|                                |                 |
|--------------------------------|-----------------|
| Back Bay-----                  | 17,900 sq. ft.  |
| Central Business District----- | 79,594 sq. ft.  |
| Dorchester-----                | 229,800 sq. ft. |
| Government Center-----         | 13,200 sq. ft.  |
| North Station-----             | 4,900 sq. ft.   |
| South Boston-----              | 183,978 sq. ft. |
| South End-----                 | 68,698 sq. ft.  |
| West Roxbury-----              | 12,873 sq. ft.  |
| Other* -----                   | 6,871 sq. ft.   |
| Outside of Boston-----         | 380,740 sq. ft. |
|                                | <hr/>           |
| Total-----                     | 998,554 sq. ft. |
|                                | <hr/> <hr/>     |

\*Other - Non-renewal area of Downtown GNRP



MANUFACTURING

Summary Listing as of January 3, 1967

Available Vacant Manufacturing Space

| Location            |                                    |                  |                |                |                                               |
|---------------------|------------------------------------|------------------|----------------|----------------|-----------------------------------------------|
| <u>Project Area</u> | <u>Address</u>                     | <u>Floor No.</u> | <u>Sq. Ft.</u> | <u>Rent \$</u> | <u>Broker or Owner/Mgr.</u>                   |
| South Boston        | 354 Congress St.                   | 3                | 7500           | Not given      | Boston Wharf Co.<br>Mr. Freedman<br>HA 6-6035 |
| South Boston        | 381 Congress St.                   | 4<br>5           | 8600<br>8600   | Not given      | As above                                      |
| South End           | 716 Columbus Ave.                  | 1<br>4,5&6       | 8000<br>60,698 | Not given      | Mr. Halperin<br>442-6100                      |
| Medford             | Int. of Boston<br>Ave. & North St. | 1-5              | 27,500         | Not given      | Mr. Leary<br>PR 6-3849                        |
| South Boston        | 319-321 "A" St.                    | Bsmt.-<br>5      | 60,378         | Not given      | Mr. Freedman<br>HA 6-6035                     |

TOTAL AVAILABLE MANUFACTURING AREA = 181,276 sq. ft.



WHOLESALE

Summary Listing as of January 3, 1967

Available Vacant Wholesale Space

| <u>Location<br/>or<br/>Project Area</u> | <u>Address</u>       | <u>Floor<br/>No.</u> | <u>Sq. Ft.</u> | <u>Rent<br/>\$</u> | <u>Broker or<br/>Owner/Mgr.</u> |
|-----------------------------------------|----------------------|----------------------|----------------|--------------------|---------------------------------|
| South Boston                            | 304 "A" St.          | 1                    | 20,000         | Not given          | Mr. Freedman                    |
|                                         |                      | Bsmt.                | 20,000         |                    | HA 6-6035                       |
| Somerville                              | 65 Washington<br>St. | 1                    | 15,768         | Not given          | Mr. Gelfond                     |
|                                         |                      | 2                    | 8,232          |                    | 242-2860                        |

TOTAL AVAILABLE WHOLESALE AREA = 64,000 Sq. Ft.





RETAIL-MERCHANDISE

Summary Listing as of January 3, 1967

Available Vacant Retail-Merchandise Space

| Location<br>or<br>Project Area | Address           | Floor<br>No. | Sq. Ft.      | Rent<br>\$               | Broker or<br>Owner/Mgr.                |
|--------------------------------|-------------------|--------------|--------------|--------------------------|----------------------------------------|
| CBD                            | 663 Atlantic Ave. |              | 1200         | \$600/month              | Mr. Young<br>LI 2-8798                 |
| CBD                            | 86-89 Bedford St. | 1-5          | 6250         | \$500/mo.                | Charles Baker<br>RI 2-3303             |
| CBD                            | 101 Bedford St.   | 1<br>Bsmt    | 1000<br>1000 | \$400/month              | Mr. Perry<br>542-3164                  |
| Back Bay                       | 250 Boylston St   | 1            | 3900         | \$24,000/year            | R. M. Bradley<br>G. Hall<br>CO 7-5010  |
| CBD                            | 29 Bromfield St.  | 1<br>Bsmt.   | 400<br>250   | \$375/month              | Irving Saunders<br>KE 6-1620           |
| North Station                  | 101 Causeway St.  | 1            | 300          | \$225/month              | Mr. Fox<br>CA 7-4690                   |
| CBD                            | 200 Essex St.     | 1            | 4000         | \$550/month              | P. J. Young<br>LI 2-8798               |
| CBD                            | 212A Essex St.    | 1<br>2       | 200<br>300   | \$85/month<br>\$45/month | P. J. Young<br>LI 2-8798               |
| CBD                            | 218 Essex St.     | 1<br>Bsmt.   | 600<br>600   | \$247.50/mo.             | P. J. Young<br>LI 2-8798               |
| CBD                            | 42-50 Federal St. | 1<br>Bsmt.   | 2630<br>2630 | \$26,000/yr.             | D. Dolben<br>227-0110                  |
| CBD                            | 58 Kneeland St.   | 1<br>Bsmt.   | 704<br>704   | \$350/month              | York Realty<br>Mr. Porter<br>LI 2-8656 |



RETAIL MERCHANDISE

Summary Listing as of January 3, 1967

Available Vacant Retail Merchandise Space

-- Continued --

| Location<br>or<br>Project Area | Address                 | Floor<br>Nos. | Sq. Ft. | Rent<br>\$     | Broker or<br>Owner/Mgr.                        |  |
|--------------------------------|-------------------------|---------------|---------|----------------|------------------------------------------------|--|
| Back Bay                       | 338 Newbury St          | 1             | 4000    | \$500/month    | Mr. Lyons<br>KE 6-4655                         |  |
|                                |                         | 2             | 5000    | \$800/month    |                                                |  |
|                                |                         | 3             | 5000    | \$800/month    |                                                |  |
| CBD                            | 85 Summer St.           | 1             | 2000    | \$1100/month   | P. J. Young<br>LI 2-8798                       |  |
| CBD                            | 50 Winter St.           | 2             | 2300    | \$3/sq. ft.    | Miles Card Shop<br>A. Schmertzler<br>HU 2-0751 |  |
|                                |                         | 4             | 2300    | \$2.50/sq. ft. |                                                |  |
|                                |                         | 3             | 1500    |                |                                                |  |
| CBD                            | 5-7 West St.            | 1             | 1800    | \$9000/yr      | R. M. Bradley<br>Gordon Hall<br>CO 7-5010      |  |
|                                |                         | Mezzn.        | 1500    |                |                                                |  |
| CBD                            | 101 Summer St.          | 1             | 1150    | Negotiable     | Milton Goodman<br>423-4887                     |  |
|                                |                         | Stge.rr.      | 850     | 3-5 yr. lease  |                                                |  |
| West Roxbury                   | 1735-1739<br>Center St. | St. Lvl.      | 2000    | \$150/month    | Susan Boyajian<br>924-5324                     |  |
|                                |                         | Bsmt.         | 2000    |                |                                                |  |

TOTAL RETAIL MERCHANDISE AREA = 58,068 sq. ft.



SERVICE

Summary Listings as of January 3, 1967

Available Vacant Service Space

| Location<br>or<br>Project Area | Address             | Floor<br>Nos.          | Sq. Ft.        | Rent<br>\$                       | Broker or<br>Owner/Mgr.                                |
|--------------------------------|---------------------|------------------------|----------------|----------------------------------|--------------------------------------------------------|
| Gov't. Ctr.                    | 1 Center Plaza      | 1<br>Mezz.             | 8,000          | Negotiable                       | Beacon Constr. Co<br>Robert Beal<br>ST 2-5140          |
| CBD                            | 22 Bromfield St.    | 1                      | 400            | \$3/sq. ft.<br>(approx.)         | J. Drucker & Son<br>Mr. Laughman<br>523-8060           |
| No. Station                    | 121-123 Causeway St | 1                      | 2,800          | Negotiable                       | Mr. Fox<br>CA 7-4690                                   |
| CBD                            | 50 Franklin St.     | 3<br>4                 | 2,163<br>9,663 | \$4.25/sq. ft.<br>\$4.25/sq. ft. | 1st Federal Savings<br>& Loan Association<br>HU 2-3040 |
| CBD                            | 65 Franklin St.     | 2<br>5                 | 4,000<br>2,000 | \$3.75/sq. ft.<br>\$2.75/sq. ft. | Tom Diab<br>542-9030                                   |
| No. Station                    | 181-189 Friend St.  | 2                      | 1,800          | \$275/month                      | F Fox<br>CA 7-4690                                     |
| Other*                         | 130 High St.        | 1                      | 3,521          | \$7/sq. ft.                      | Meredith & Grew<br>Mr. Nelsch<br>482-5330              |
| Other*                         | 155 Milk St.        | 1<br>Bsmt.             | 1,250<br>2,100 | Not given                        | Mr. Grant<br>426-4460                                  |
| So. Boston                     | 385 Summer St.      | 1                      | 13,000         | Asking<br>\$27,000/yr.           | Mr. F. Buda<br>482-4370                                |
| Magnolia                       | Magnolia Manor      | Ocean<br>Front<br>Land | 174,240        | Not given                        | Mr. Bloom 525-3411<br>or Boston line<br>AT 9-1333      |



SERVICE

Summary Listings as of January 3, 1967

Available Vacant Service Space

- Continued -

| <u>Location<br/>or<br/>Project Area</u> | <u>Address</u>     | <u>Floor<br/>Nos.</u> | <u>Sq. Ft.</u>          | <u>Rent<br/>\$</u>                   | <u>Broker or<br/>Owner/Man.</u>         |
|-----------------------------------------|--------------------|-----------------------|-------------------------|--------------------------------------|-----------------------------------------|
| West Roxbury                            | 1 Centre St.       | hse. &<br>land        | 8,873                   | Not given                            | Livia Foley<br>MI 1-0113                |
| South Boston                            | 260 Sumner St.     | 5<br>8                | 5,300<br>5,300          | Not given                            | Mr. Fisher<br>MA 6-5890                 |
| South Boston                            | 264-266 Sumner St. | 1<br>4                | 4,000<br>5,000          | Not given                            | Mr. Horlick<br>426-2480                 |
| South Boston                            | 27 1/2 Sumner St.  | 5<br>8                | 3,000<br>2,000          | Not given                            | Dr. Reith<br>KE 6-4338                  |
| Govmt. Center                           | "O" Court St.      | 1<br>Bsmt.            | 2,200<br>3,000          | \$20,000                             | Gordon Hall<br>CO 7-5010                |
| CBD                                     | 215 Tremont St.    | 1                     | 1,800                   | \$12,000/yr.<br>or<br>\$6.67/sq. ft. | Gordon Hall<br>CO 7-5010                |
| CBD                                     | 89 Devonshire St.  | 1<br>Mezzn.<br>Bsmt.  | 7,000<br>1,100<br>2,600 | \$6630/year<br>for all               | York Realty<br>Mr. Shapiro<br>LI 2-8656 |

TOTAL AVAILABLE SERVICE AREA = 282,110 sq. ft.





CONTRACT CONSTRUCTION

Summary Listing as of January 3, 1967

Available Vacant Contract Construction Space

| <u>Location<br/>or<br/>Project Area</u> | <u>Address</u>   | <u>Floor<br/>Nos.</u> | <u>Sq. Ft.</u> | <u>Rent<br/>\$</u>            | <u>Broker or<br/>Owner/Agr.</u>          |
|-----------------------------------------|------------------|-----------------------|----------------|-------------------------------|------------------------------------------|
| CBD                                     | 27 Kingston St.  | 2<br>Bsmt.            | 2500<br>2500   | \$200/month<br>\$200/month    | S. Berkowitz<br>426-2688                 |
| CBD                                     | 210 Lincoln St.  | 1<br>Bsmt.            | 4000<br>4000   | \$800/month                   | York Realty<br>LI 2-3656                 |
| South Boston                            | 305 Broadway     | 1<br>Bsmt.            | 1200<br>1200   | Not given                     | Mr. Rosengard<br>AM 8-3516               |
| South Boston                            | 202 West 1st St. | 1<br>2                | 8000<br>4000   | \$1000/month<br>\$80,000 sale | Mr. DeGiacomo<br>Mr. Hagerty<br>268-3553 |
| South Boston                            | Fargo & "D" Sts. | 1                     | 900            | \$1.50-\$1.75/<br>sq. ft.     | Mr. Kilmain<br>868-1700                  |

TOTAL AVAILABLE CONTRACT CONSTRUCTION AREA = 28,300 sq. ft.



# TRUCKING & WAREHOUSING

Summary Listing as of January 3, 1967

## Available Vacant Trucking and Warehousing Space

| <u>Location<br/>or<br/>Project Area</u> | <u>Address</u>                         | <u>Floor<br/>Nos</u> | <u>Sq. Ft</u>  | <u>Rent<br/>\$</u> | <u>Broker or<br/>Owner/Mgr</u>                        |
|-----------------------------------------|----------------------------------------|----------------------|----------------|--------------------|-------------------------------------------------------|
| Dorchester                              | 155 Washington St                      | 1                    | 12,000         | \$12,000/year      | Mr. Goldberg<br>HA6-7714                              |
| Somerville                              | 252 Pearl St.                          | 1<br>2               | 8,000<br>9,000 | Not given          | David Leary<br>PR6-3849                               |
| Woburn                                  | 40 Cedar Road                          | House<br>&<br>Land   | 83,000         | Not given          | Mr. Leary<br>PR6-3849                                 |
| Woburn                                  | 280 Mishvam Road                       | Vacant<br>Land       | 55,000         | Not given          | Mr. Leary<br>PR6-3849                                 |
| Dorchester                              | Aukland St., Hoyt<br>St. & Dorch. Ave. | Vacant<br>Land       | 217,800        | Not given          | Boston Insu-<br>lated Wire &<br>Cable Co.<br>265-2104 |

TOTAL AVAILABLE TRUCKING & WAREHOUSING AREA = 384,800 sq. ft.



VII. BUSINESS RELOCATION COST INFORMATION



### BUSINESS RELOCATION COST INFORMATION

The cost of relocating businesses through eminent domain takings by the State Department of Public Works is limited to \$3,000 under existing laws.

The following is a list of D.P.W. Right-of-Ways showing the total business claims that are over \$3,000 and those under \$3,000 in each R. O. W. They are then summed up by sub-totals of claims in the Inner Belt Highway (127), Southwest Expressway (321), and one (1) No Claim.

The grand total shows that there are 190 businesses who may have claims over \$3,000. If the new "Muskie Legislation" is passed in the U. S. House of Representatives, it would mean an estimated maximum cost of \$4,750,000 in relocation costs. There are 258 businesses under \$3,000. If we assume the maximum payment for this category also, then it is estimated that \$774,000 could be paid in this category.

Therefore it appears that the total business relocation cost for the Inner Belt and Southwest Expressway will be an estimated \$5,524,000.





LIST OF DPW RIGHT-OF-WAYS AND TOTAL BUSINESSES

INNER BELT HIGHWAY

| <u>DPW ROW</u>   | <u>ROW<br/>MAPS</u> | <u>OVER<br/>\$3,000</u> | <u>UNDER<br/>\$3,000</u> | <u>NO<br/>CLAIMS</u> | <u>TOTAL<br/>CLAIMS</u> |
|------------------|---------------------|-------------------------|--------------------------|----------------------|-------------------------|
| I- 95-2 (11) 37  | RW-3                | 6                       | 12                       |                      | 18                      |
| I- 95-2 (11) 37  | RW-4                | 4                       | 3                        |                      | 7                       |
| I- 95-2 (11) 37  | RW-5                | 10                      | 8                        |                      | 18                      |
| I- 95-2 (11) 37  | RW-6                | 0                       | 4                        |                      | 4                       |
| I- 95-2 (11) 37  | RW-7                | 1                       | 0                        |                      | 1                       |
| I- 95-2 (11) 37  | RW-8                | 10                      | 16                       |                      | 26                      |
| I- 95-2 (11) 37  | RW-9                | 14                      | 6                        |                      | 20                      |
| I-695-4 ( 4) 37  | RW-9                | 0                       | 3                        |                      | 3                       |
| I-695-4 ( 4) 37  | RW-11               | 6                       | 17                       |                      | 23                      |
| I-695-4 ( 4) 37  | RW-12               | 4                       | 3                        |                      | 7                       |
| TOTAL INNER BELT |                     | 55                      | 72                       |                      | 127                     |

SOUTHWEST EXPRESSWAY

| <u>DPW ROW</u>  | <u>ROW<br/>MAPS</u> | <u>OVER<br/>\$3,000</u> | <u>UNDER<br/>\$3,000</u> | <u>NO<br/>CLAIMS</u> | <u>TOTAL<br/>CLAIMS</u> |
|-----------------|---------------------|-------------------------|--------------------------|----------------------|-------------------------|
| I- 95-1 (25) 36 | RW-13               | 14                      | 37                       |                      | 51                      |
| I- 95-1 (25) 36 | RW-14               | 31                      | 34                       | 1                    | 66                      |
| I- 95-1 (25) 36 | RW-15               | 23                      | 19                       |                      | 42                      |
| I- 95-2 (11) 37 | RW-15               | 22                      | 15                       |                      | 37                      |
| I- 95-1 (27) 27 | Pge 123             | 2                       | 0                        |                      | 2                       |
| I- 95-1 (27) 27 | Pge 124             | 8                       | 11                       |                      | 19                      |
| I- 95-1 (27) 27 | Pge 125             | 1                       | 3                        |                      | 4                       |
| I- 95-1 (27) 27 | Pge 127             | 2                       | 3                        |                      | 5                       |
| I- 95-1 (27) 27 | Pge 128             | 1                       | 10                       |                      | 11                      |



# Southwest Expressway (Cont.)

| <u>DPW ROW</u>             | <u>ROW<br/>MAPS</u> | <u>OVER<br/>\$3,000</u> | <u>UNDER<br/>\$3,000</u> | <u>NO<br/>CLAIMS</u> | <u>TOTAL<br/>CLAIMS</u> |
|----------------------------|---------------------|-------------------------|--------------------------|----------------------|-------------------------|
| I- 95-1 (27) 27            | Pge 128             | 4                       | 5                        |                      | 9                       |
| I- 95-1 (26) 33            | Pge 129             | 11                      | 18                       |                      | 29                      |
| I- 95-1 (26) 33            | Pge 130             | 3                       | 17                       |                      | 20                      |
| I- 95-1 (26) 33            | Pge 131             | 3                       | 9                        |                      | 12                      |
| I- 95-1 (26) 33            | Pge 132             | 1                       | 2                        |                      | 3                       |
| I- 95-1 (26) 33            | Pge 133             | 9                       | 3                        |                      | 12                      |
| TOTAL SOUTHWEST EXPRESSWAY |                     | <u>135</u>              | <u>186</u>               | <u>1</u>             | <u>322</u>              |
| INNER BELT HIGHWAY         |                     | 55                      | 72                       | 0                    | 127                     |
| SOUTHWEST EXPRESSWAY       |                     | <u>135</u>              | <u>186</u>               | <u>1</u>             | <u>322</u>              |
| <u>GRAND TOTAL</u>         |                     | <u>190</u>              | <u>258</u>               | <u>1</u>             | <u>449</u>              |











